

TWELVE ARE DEAD

ONE MISSING AND FOURTEEN INJURED IN THE WRECK.

Lists of Dead and Injured Not Yet Complete of the Victims of the Terrible Wreck Near Emporia—Dead List—Constantly Drawing From the "Injured" List—One Man Missing, Supposed to Have Been Utterly Burned Up—Latest Corrected Lists Given in Full—Human Ghosts Among the Ruins.

Emporia, Kan., Sept. 9.—Twelve known dead, one missing (probably incinerated), and fourteen injured, two of whom will likely die, is the record of the terrible head-on collision on the Santa Fe, as known tonight. The first lists were given because of the confusion attending the wreck, and all day names on the list of injured have been transferred to that of the dead. Even tonight it is not positively known that the list given is complete, as it is believed that several were burned to death and nothing left by which they could be recognized. The bodies of eleven have been taken from the debris, three burned beyond recognition.

Michael McGlade and R. A. Doran, postal clerks, were found to have been wrongfully placed in the list of injured. Nothing could be found of the remains of the Wells, Fargo express messenger, J. F. C. Sauer. A handful of charred bones taken from the wreck, however, are supposed to be his. Near them was found his watch.

The dead:

MICHAEL MGLADE, Kansas City, postal clerk.

J. F. C. SAUER, Kansas City, Wells, Fargo express messenger.

JOHN SHIRLEY, Topeka, fireman.

R. A. DORAN, Emporia, postal clerk.

NATE HOLLISTER, Topeka, fireman.

C. W. VAN CLEVE, brakeman.

JAMES WALTERS, St. Joseph, fireman.

BEN BRENNAN, Topeka, engineer.

—GONZALES, fireman.

DAN McKERNAN, a tramp.

AN UNKNOWN TRAMP.

Missing:

HARVEY FOWLER, a farmer of Emporia.

The injured:

J. M. Bell, Florence; hip bruised.

Alexander Ferguson, Kansas City, conductor on No. 1; hip hurt.

Claude Holliday, Lawrence, express messenger; both legs broken.

D. O. Eter, Kansas City, express messenger; legs broken; will die.

John Dagan, Topeka; face maimed.

J. T. Butler, county attorney of Chase county; hip broken; may die.

William F. Jones, Kansas City; leg and arm broken.

H. P. Melick, Abilene; badly bruised.

William Patrick, Kansas City; leg and arm broken.

C. D. Adams, City of Mexico; painfully bruised.

Mike Sweeney, Gainesville, Tex.; back hurt.

R. O. McGee, Kansas City; postal clerk.

E. C. Fletcher, Kansas City postal clerk.

William Frisbee, engineer, Topeka; both legs broken; may die.

Human ghosts delved in the burning wreckage and plundered the baggage mail sacks which strewed the ground.

One tried to snatch a diamond from the breast of an Emporia clerk who, weak and nervous, was creeping slowly out of the debris. He had strength enough left to hit the brute a blow in the face which made him utter a curse and snarl away.

Mail sacks were dragged into the corn field and rifled.

The report at the Kansas City postoffice is that practically all of the mail on both of the wrecked Santa Fe trains was destroyed. One pouch, however, for southern California on the westbound train No. 1, is said to have been saved.

This train carried a large mail from New York City to California, Colorado, New Mexico and Arizona. No official report has been received here.

WRECK STORY IN DETAIL.

Emporia, Kan., Sept. 9.—Last night's head-on collision on the Atchison, Topeka and Santa Fe proves the worst disaster that has occurred on that system in many years. Ten people were killed outright or soon died of their injuries, and fifteen others were more or less seriously injured. One or two of the wounded may yet succumb. That the wreck did not result more seriously seems miraculous. A miscarriage of orders caused the wreck.

William J. Bryan, who was a passenger on one of the trains, escaped uninjured and aided materially in rescuing the unfortunate and alleviating their sufferings.

The wrecked trains were the fastest in the service—the fast mail eastbound, and the California and Mexico express, westbound. Each was running at the rate of forty miles an hour and over.

The wreck occurred last evening at 7:30 o'clock, three miles east of Emporia, on a small culvert that crossed a dry stream. The culvert was not more than ten feet wide, and the foremost engine of the westbound train had spanned it when the collision occurred. The embankment approaches to this culvert were about ten feet high. This added to the danger.

The wreck was caused by the miscarriage of orders from the trainmaster. The conductor of the eastbound train was ordered at Emporia to meet and pass the California flyer at Lang, seven miles east. An order sent to Lang to the conductor of the westbound for him to wait there was not delivered and he supposed he was to pass at Emporia. Each train was hurrying—one to Emporia, the other to Lang—and met at full speed on the main line.

The California train was almost an

hour late and, owing to Mr. Bryan's lecture engagement at Burlingame, was crowded to the guards with passengers returning home. The westbound train carried eight passenger coaches, and all were crowded.

The conductor and brakemen were getting their lanterns ready for Emporia, only three miles away. There was no warning signal. The westbound train was going around a slight curve and met the fast mail about within 200 feet.

There was a shock as if the train had bumped up against a stone wall. Then there was an explosion, a crashing sound and an uncertain movement of the coaches, and all the lights went out. Those who were in the first coach in the westbound train were left in total darkness and they very soon realized the danger of their position, for the coach was filled with steam and smoke, and also that peculiar-smelling steam arising from the pouring of water on hot cinders.

The westbound train was drawn by two locomotives and when they struck the fast mail all three of the engines exploded and tore a hole in the track so deep that the smoking car of the westbound train went on top of the wreck of the three engines and two mail cars, and balanced there without turning over.

Those in this car who escaped through the windows came very near turning the car over, in which event the fatality would have been much greater, as this car soon caught fire from the exploded engines underneath it and burned to ashes in no time.

The cars of the fast mail did not leave the track. There were not more than a dozen passengers on the latter train, and these were in one coach. While none were fatally injured, all in this car received a terrible shaking, and some of them were painfully bruised.

Every seat in the car was torn from its fastenings with such force that many of them pulled planks from the floor.

One man, John Sweeney, was thrown over three seats, clear through a window, and by some miracle escaped uninjured. When the survivors recovered from the shock they looked for the injured and dead. The wrecked coaches were piled up in a heap of debris, and the voices of men pleading for aid. While the rescuers were working with might and main to get the unfortunate, fire broke out in the wreck area of the forward coaches and a cry for water went up. The water tanks were torn from their fastenings in the coaches that could be entered and blood-beamed men carried them over the broken timbers in a vain attempt to quell the fast-spreading flames.

The dead and mangled bodies of four victims were dragged to the grass beside the track. The woman passengers built together in terror and watched the flames grow higher and higher. The first rowed and crackled like a furnace and men with blanched faces fought with the bravery of heroes to subdue it.

After heroic efforts the flames were finally subdued and the work of rescue made more easy.

Engineer Brennan was found under his engine dead. Engineer Nate Hollister was thrown thirty feet from his engine and picked up dead. Engineer Frisbee was thrown some distance from the track, fatally injured. Ben Walters, fireman, was terribly maimed. Shandy and Gonzales, firemen on No. 1, were fatally injured and died after being removed from the wreck.

The four postal clerks on No. 1 were all found dead. They were R. O. McGee, W. F. Jones, M. J. McGlade and Claude Holliday, all of Kansas City. Holliday's leg is broken and he is injured internally. M. J. McGlade was crushed and bruised about the head and body, and he died shortly before midnight. Jones' legs were smashed and his head is badly cut. McGlade's legs are crushed. The postal clerk on the fast mail, R. A. Doran, died shortly after he was found. J. F. Sauer, express messenger, was killed and C. W. VanCleve, brakeman, is fatally injured.

After a time a relief train arrived from Topeka, and the injured were soon started for that city.

Many deeds of heroism were performed in the brief space that seemed like ages to the men who were struggling to save their fellows. Men whose property was lost in the wreckage, whose valuables were hidden in valises that lay strewn over the ground or waited to be fuel for the flames, fought for mastery over the fire, carried water when it could be obtained for the unfortunate, with parched lips and bloody gashes in their heads.

Trains over the Santa Fe will be run by the way of Ottawa for a few days. The cost of the wreck to the railway is estimated at \$100,000.

THE RED LIGHT AT LANG.

Behind the westbound train that was wrecked was a freight train. Its engineer stopped at Lang for orders. He says today that the red light, the danger signal hung out by the operator, was to warn the westbound passenger train to stop. It was burning so dimly and the class was so dark that he could not see it till he had left the engine and gone close up to it. The dimness of this light was probably the cause of the accident. The engineer of the westbound train could not see the warning as he rushed past and he pulled the throttle wide open and sped on for Emporia, seven miles away.

The night operator at Lang, whose duty it was to see to the signal light, was a new man at that place. He had only been on duty there ten days.

MR. BRYAN IS MODEST.

William J. Bryan was interviewed by a reporter as to his experience in the collision.

"I have traveled thousands upon thousands of miles on railroads and I have never in a wreck before. I did not feel the shock very severely, where I was, but from the way things looked I cannot for the life of me see why we were not all killed. The scene here presented is the most terrible I have ever seen. It has made an impression on me that I cannot leave me during my life time."

Mr. Bryan requested the correspondent not to mention him as taking any unusual part in the matter.

"Is it true you were the man to reach the ground from your car and go to the rescue of those who were injured?" he was asked.

"Please, don't say anything about that," Mr. Bryan replied, with a deprecating gesture.

From passengers present it was learned that Mr. Bryan was the first person to rush forward to the assistance of the victims; that he assisted to carry the body recovered, and that so long as there was any necessity he was foremost in the work.

Mr. Bryan, accompanied by David Leach, a Topeka newspaper man, was in the smoking coach of the westbound train. They were discussing the day's events at Burlingame, where the Nebraska train was wrecked. At a moment's notice, an explosion. In a moment the lights went out and steam and gas

from the coal smoke filled the car. Before they could make a move, the car was pushed forward with tremendous force and it seemed to toss in the debris like a crippled ship at sea. Every moment they expected it to turn over. The car finally stopped, and as it did so, began to catch fire from below.

The two men jumped out of the same window without their hats or baggage, which were afterwards burned, and escaped practically without a scratch. Mr. Bryan reached Emporia about midnight and remained at the hotel till this morning, when he resumed his journey.

Many acts of bravery and nerve were displayed.

Claude Hollister of Topeka, had both his legs broken and shattered in half a dozen places. When his rescuers laid him on the grass beside the track he turned to one of the group and asked if he would pull through.

When assured that he would live if he was brave he said: "Am I not brave? Look at my legs dangling and then ask me to be brave. I suppose they will have to be amputated, but I will bear the operation and live through it. I do not propose to die for lack of nerve and courage. My God, what has become of my comrades?"

William Frisbee, engineer of the fast mail, whose residence is in Topeka, was conscious until he died. He said: "I did not see the other train until I came upon it. I turned on the air and jumped. I presume I cannot recover, but I will die as bravely as I can. I want you men to leave me and help victims that are more unfortunate than I am."

A. B. Adams who is among the injured, was on his way to Mexico from New Jersey with registered bonds amounting to \$500,000 and a great deal of other valuables.

FORMATION OF THE GOLD VEIN

Truth in Regard to the Fabled of the Klondike.

San Francisco, Sept. 8.—The front-bound auriferous placers of the Klondike district are the latest and best evidence so far obtained of the big share that ice has had in the formation of gold leads on the Pacific Coast. These frozen placers are in close proximity to great living glaciers that are to day grooving out valleys, grinding down the granite, and carrying the slates and depositing the heavier substances contained in them—the precious metal and its base associates—in the furrows carved out by their respective toes. It would not be at all surprising if in this hospitable region the last link in the chain of evidence as to the glacial origin of auriferous placers should be found in the form of a living glacier at work creating one in the moraine at its toe. Moraines are, of course, nothing more or less than the wreckage of the irresistible force exerted by the moving mass of ice from its source in the everlasting snows of the higher elevations in its slow but never-ceasing drift to the lower altitudes or the sea.

In the Klondike district this natural phenomenon of valley carving, mountain reduction and gold lead making has been almost caught, it might be said, in the very act. The recession of the ice sheet from the Yukon valley and its tributaries is of so recent a date that the frost which is put in the ground has actually not had time yet to leave it. No matter how ancient may be the origin of other placer deposits on the Pacific Coast, the Yukon placers are, geologically considered, the product of yesterday, and, as a result of the big rush just started for the North, some of the host of prospectors, that will surely take to the field to search for other deposits outside those already pre-empted are just as likely as not to discover the birth of a new and precious lead at the base of some glacier now grinding down the gold-bearing slates in the Yukon mineral belt.

A better knowledge than we now possess of the Klondike gold deposits will undoubtedly show that the bulk of the gold lies in a ribbon, as it were, in the narrow gutter in the bedrock at the bottom of the V-shaped valleys in the mineral belt. Nature, thus, has not had time to make any other disposition of it. Volcanic action has not occurred. Water has not had an opportunity to do its work and revise what ice has done. There may be some gold found on the steep slopes of the Klondike valleys, but the bulk of it—that which is known in miners' parlance as "leads"—will be concentrated through its own specific gravity. That any gold should be left on these slopes is merely evidence of the imperfection of the work of concentration and the fact that water—the floods of the short summer season—has not yet had time to do its perfect work.

The agents which have created and are now creating the auriferous leads of the Yukon region have had their day in California. They have, however, in this state been followed by the belching volcano, from which a sheet of lava has been spread over a large part of the region once occupied by active glaciers from Tehachapi to the great gorge of the Columbia river. The beds of the so-called dead rivers of California were carved out by glaciers during the same period, and the auriferous deposit in the wreckage which was not carried out of the ranges to form the floor of the great central basin of the state. The Mount Shasta, Lassen Buttes, and other volcanoes now extinct on the northern border came into activity and belched forth a flood of molten lava over the land, burying the ancient glacial moraines and their golden treasures. Afterward there came some other agent, either ice or flood, or both, and carved out the present canyons in the Sierra, cutting deeper than the dead river beds into the earth's crust and carrying off some of their concentrated wealth to enrich the new deposits created by a new specific gravity.

It is interesting to note the regular progression in the passage of the ice age as manifested in the record it has left behind in these auriferous deposits. By gradual stages we may follow the recession of the glaciers from the extreme southern limit of the ice sheet in this state, where glacial action was first completed, to the extreme northern limit in the Yukon basin, where glacial action is still at work. In California, as already noted, the elements which succeed the glaciers have cut down the beds of the ancient dead rivers, for those elements began first to operate as the ice sheet receded, through some chance in climate or in the earth's position on its own axis. In southern Oregon the beds of the modern streams and those of the dead rivers are nearly on a level, some-

times one glebe uppermost, sometimes the other. In British Columbia and Alaska these channels and deposits which correspond with the dead rivers of California are now being formed, and the glacial area is not yet over.

In the conversion of the glacial moraines into auriferous treasure boxes nature has simply done with the auriferous quartz ledges on a gigantic scale what the miner is doing on a moderate scale when he pulverizes the gold-bearing rock and concentrates the metal it contains in the batteries and sluices of his mill. Nature has been doing an immense amount of unnecessary work from the miners' standpoint, in the transaction; but nature wastes nothing, and the work thus performed in the process of auriferous lead-building has been utilized in the construction of great and fertile placers lower down the furrows on the earth's crust; hence the rich valleys which skirt the feet of the great mountain ranges.

The phenomena of quartz ledges from which the treasure has been released that is now found in the auriferous mysteries of creation. One of them is found in their trend which is almost invariably a little east of north and west, and the other is in the dip, which is to the east of the southeast. Such is the rule of gold-bearing ledges as to course and dip. The proof of a rule is in its exceptions, and this has gold exceptions, like all others, for some gold-bearing ledges have been found that follow an almost easterly and westerly course, while one ledge in Tuolumne county, the only other gold-bearing quartz ledge known, dips to the west, cutting its way with the greatest precision through the granite formation in which it lies. We may account, perhaps, for the ordinary dip of these ledges in the effect of the earth's revolution on its own axis from west to east during that period in its life when the rocks were still in a plastic condition, and the centrifugal force exerted incline the fissures previously formed in the crust, and which filled with the foreign mineralized matter called quartz, in that position of which they were afterwards fixed as the earth cooled off. But the peculiar and persistent trend of gold-bearing quartz ledges in a northerly and southerly course has had the curious influence of causing nearly all auriferous placers lead east and west, and it is the placer lead that take this course which have hitherto and almost invariably will be found to contain the largest deposit of the precious metal, for in the course of their creation the great ice ploughs furrowing the rocks intersected all the ledges in the mineral belt that lay in their path. Experience has thus taught the practical miner that the placers of a stream running north and south are on the other hand almost invariably poor, for the glaciers that have formed them have abraded the ledges paralleling their course along the mineral belt. Usually the auriferous placer lead whose course is a northerly and southerly one, has derived what wealth it contains from the contributions of the lateral tributaries and not direct from the abrasion of the ledges.

EMPLOYERS MAY BLACKLIST

White Striking Employees are Forbidden to Use Coercive Measures.

Birmingham, Eng., Sept. 9.—The Trades Union congress today adopted a resolution recommending all societies affiliated with the congress to by all means possible restrict or abolish overtime in their respective trades.

The following resolution was then passed:

"That this congress is of the opinion that the law as it relates to intimidation during strikes or lockouts is unfair and unjust, as it punishes by fines or imprisonment any worker judged guilty of assaulting or preventing through fear another worker from working, while allowing employers to blacklist workers or to discharge or to obtain the discharge of workers who may have been on strike or locked out, thus intimidating workers for pursuing their lawful employment."

The parliamentary committee of the congress was instructed to at once move to extend the law in the requisite direction. Resolutions against child labor were also introduced.

The employment of children in factories gave rise to considerable discussion. The National Union of Gas Workers and General Laborers introduced the following resolution on the subject:

"Considering that the employment of children in factories and workshops, and aboard of river and canal craft, and their consequent exploitation by capitalists is injurious to the children and unjust to their parents, and a crime against the human race; considering the infamous fact that the children of the working classes have not the same opportunities of the class room and the playground as the children of the capitalist class; considering that in comparison Great Britain is behind other countries; considering that unhappy parents, under an unhappy system, are actually withholding their children from them and buried into the factory—this congress is of the opinion that the time has come for Great Britain to cease building its empire on children's hearts, to give up coining its wealth out of children's wasted lives, and hereby instructs the parliamentary delegates to demand as temporary a minimum from the government, the abolition of child labor under the age of 15, and of all night labor under the age of 18.

This resolution was opposed by the delegates who represented textile workers. They declared that if the age at which a child could be legally employed was raised to 15 years, the children would never become efficient at their trades.

The resolution was adopted by a vote of 155,000 to 574,000 of the unionists represented by their delegates at the congress.

Kansas City Horse Show.

Kansas City, Mo., Sept. 9.—An auction sale of fancy horses preceded the regular program at the annual horse show at Fairmount Park today. About twenty animals were disposed of at good prices. Notwithstanding the intense heat continued, the attendance at the show was up to the standard and the interest in the events undiminished. Eleven classes with a longer list of entries than any day so far were judged. A contest of polo ponies, shown with mallet and ball, and including entries from Fort Riley, Kan., Sioux City and St. Louis, was a novelty.

To Watch Bryan and McCoy.

Syracuse, N. Y., Sept. 8.—George Cochran, in behalf of Tommy Ryan, and Gus Tuthill of New York, in behalf of Kid McCoy, have posted a forfeit of \$500 each to bind a further deposit of \$2,000 each for a fight between the two men to take place before the club offering the largest purse. The final agreement will be made at once. McCoy said before leaving New York that he would not take on Walcott under any circumstances. "I draw the color line," he said.

STATE TICKET PUT UP

OHIO GOLD DEMOCRATS DEEM IT WORTH WHILE.

Watterson and Carlisle Send Letters Urging Them to Stand Up for the Kind of Democracy They Mean When They Say Democracy—Platform Declares for the Gold Standard and Against the Greenback—Protection Denounced and McKinley's Kind of Civil Service Reform Warmly Endorsed.

Columbus, O., Sept. 9.—The attendance on the state convention of the National Democrats today was limited to probably fifty delegates. The leaders of the party express themselves as well satisfied, however, and attribute the small attendance to the fact that the business men are less apprehensive, generally, on the money question than a year ago. They believe also that the party pursued a wise policy in nominating a state ticket. This was the only question in fact on which difference of opinion developed among the delegates. Notwithstanding the committee appointed Wednesday night had decided that it was advisable to nominate a state ticket, the opposition succeeded in having a plank slipped into the platform declaring it inexpedient to nominate a state ticket. A lively discussion was precipitated by this coup of the minority and it was developed that the question involved was whether the party organization could be maintained more effectively by nominating or not nominating a state ticket.

Next to the nominating of a state ticket, the most important action of the convention was endorsing a candidate for United States senator. The proposition originated with the Franklin county delegates, and the Honorable John S. Oathwaite of this city was unanimously endorsed.

The following state ticket was nominated: For governor, Julius Dexter, Cincinnati; lieutenant governor, A. E. Merrill, Sandusky; judge of the supreme court, Judge John H. Clark, Youngstown; attorney general, Daniel Wilson, Cincinnati; state treasurer, Samuel Stevens, Columbus; state commissioner of schools, Professor W. H. Johnson, Granville; for member of state board of public works, Henry D. Coffey, Cleveland.

Columbus, O., Sept. 9.—The Gold Democratic state convention met at 10 a. m. in the Great Southern theatre, with between 300 and 400 persons present. Judge Peer of Bucyrus was made chairman and after a short introductory address, stating the tenets of the National Democratic party, he introduced Hon. W. D. Byrum of Indiana, who spoke about two hours on the money question. Letters were read from Hon. J. G. Carlisle and Hon. Henry Watterson.

Mr. Watterson regretted that he could not meet the true Democrats of Ohio. He was laboring unceasingly and earnestly for the end they had in view. If the party was to live there must be a restoration of Democratic principles. They demanded the repudiation of misleading theories of finance. In Kentucky, he said, "We have made a glorious beginning and

we have every reason to look for a glorious result."

Hon. John G. Carlisle sent a long letter saying, in effect, that the Democrats who had remained faithful to the true principles of the party as they were understood prior to the revolutionary declarations of 1896 should preserve their organizations, nominate candidates and prosecute vigorous contests in every state in the Union.

"If we honestly believe in the rectitude of the course we have hitherto pursued, it is our duty as loyal Democrats and patriotic citizens to maintain by all the means at our command the independent and conservative position we now hold and to appeal to our old political associates, who still entertain many opinions on public questions in common with us, to repudiate the new and dangerous doctrines, inconsiderately proclaimed at Chicago and St. Louis and return to the simple and honest faith of the fathers."

The letter closed with reasons why the Populist and Republican doctrines require opposition by the Democrats, as they fought prior to 1896.

Following is the platform of the National Democratic party of Ohio, in state convention assembled, reaffirming allegiance to the principles of the party as set forth in the platform adopted at Indianapolis in 1896. Criticism and attack of the platform have vindicated its strength and wisdom.

"We declare for the maintenance of the gold standard, for the retirement of the greenback and for the extension of the civil in the nation and in this state. "We demand retrenchment of expenses and scope of government so that there be left the utmost freedom of individual effort consistent with safety and peace. "We denounce the recent tariff legislation as encouragement of extravagance and infringement of private rights, an unfair tax on all for the benefit of some of the people and an arbitrary interference by legislation with the natural laws of trade.

"We denounce in the Dingley bill the heavier duties on lumber, wool and hides as increasing the cost of clothing and shelter to the people. "We condemn the proposed annexation of the Hawaiian Islands, as introducing into our Union a large Asiatic and tropical population utterly unfitted for American citizenship, as the beginning of a policy of territorial expansion certain to entail upon our country large taxation to sustain strong armies and navies in distant lands and on distant seas, and as constituting a menace to peaceful industry by exposing our country to foreign wars."

"We disapprove the hostile action of the Republican party in Ohio in its attack on civil service reform and we express our thanks to President McKinley for his support and extension of the merit system."

Supplementary resolutions said that it was inexpedient to nominate a state ticket. The matter of legislative tickets was referred to the counties.

Grand Circuit Races at Fleetwood.

New York, Sept. 9.—The card today at Fleetwood Park grand circuit meeting was a strong one. The track was a trifle slow. Results:

2:30 class, trotting, purse \$1,000: Town

Lady won in straight heats. Time 2:21 1-4

2:15 1-4; 2:21. Miss Jay, second. No others.

2:30 class, pacing, purse \$2,000: Quadriga won in straight heats. Time 2:09 1-2; 2:09; 2:09 1-4. Silver Chimes, second; W. H. G. third. Mithra, Nea, Passing Bell, Sally Toler, Forest Herr and Ivetta also started.

2:12 class, trotting, purse \$2,000 (unqualified): Fred R. won second heat in 2:12. Derby Princess won first heat in 2:11 3-4. Alcibiades, Van Zandt, Emma Offart, Athalia, Fred Kohl, Grace Hastings and Xephias also started.

ENGLAND IS NOT GUILTY

She Wouldn't Dirty Her Fingers with the Panama Canal.

Washington, Sept. 9.—The attention of Senator Julio Renfro, the representative of the republic of Colombia, was called to a report that Colombia had granted the concession to England to complete the Panama canal, thus transferring the mammoth enterprise from French to English hands. Senator Renfro said he had no information from his government on the subject, as the canal project did come within the jurisdiction of the representative at Washington. At the same time, speaking from an extended acquaintance with canal affairs, General Renfro expressed great doubt as to the accuracy of the reports, and pointed out a number of circumstances showing that it was impossible that such a concession to England or any other foreign government had been granted. Only a few weeks ago Director-General Hullin of the Panama Canal company was in Washington and paid his respect to General Renfro before returning to Paris. The call was unofficial, and one of the courtesy, but General Hullin spoke with the greatest satisfaction of the work being done by the French company, and gave no intimation that any transfer to English hands, much less to the English government, was contemplated.

It is pointed out by the officials conversant with the status of the canal that no concession could be granted to a foreign government, either by Colombia or by the French company, as the latter is expressly prohibited from granting advantages to any particular nation, and Colombia has already transferred her interests to the French company. It is not doubted, however, that the French company is enlisting private capital in the enterprise wherever it can secure it, either in England, the United States, France or any other country, but this is regarded as without significance.

At the state department no information has come from the consular officers at Panama that any change in the canal concession has been received.

Secretary Sherman stated that, while he had no official information on the subject, he was convinced that there was no truth in the report that Great Britain had undertaken to complete the Panama canal.

"England had no desire to embark in such an undertaking," he said, "and had no such intention. Individual subjects of that country have interested themselves in vast enterprises in all parts of the world, but so far as I know, there are no indications that they have gone into the Panama canal scheme."

A telephone at a business office is not for social messages.—Atchison Globe.

CASTORIA.

It is every wrapper.

Signature of J. H. Hatcher.

It is every wrapper.

Signature of J. H. Hatcher.

It is every wrapper.